

**Revised (5/22/13)**  
**Air Quality Conformity Task Force**  
**Summary Meeting Notes**  
**April 25, 2013**

Participants:

Dick Fahey – Caltrans  
Stew Sonnenberg - FHWA  
Mike Brady – Caltrans  
Carolyn Clevenger – MTC  
Andrea Gordon – BAAQMD  
Sum Carr – VTA

Amir Fanai – BAAQMD  
Brenda Dix – MTC  
Stefanie Hom – MTC  
Harold Brazil – MTC  
Adam Crenshaw – MTC  
4 Caltrans Staff Members

- 1. Welcome and Self Introductions:** Carolyn Clevenger (MTC) called the meeting to order at 9:35 am. It was noted that Ginger Vagenas (from EPA) could not attend this meeting and her input on agenda item number 3 (three) would be obtained through a separate phone conversation.
- 2. PM<sub>2.5</sub> Interagency Consultations**
  - a. Consultation to Determine Project of Air Quality Concern Status**
    - i. San Mateo County Transportation Authority (SMCTA): US 101/Willow Road Interchange Reconstruction

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Caltrans project management staff indicated that this project was originally built in 1954 and the operational improvements included in this project involves removing and realigning of ramps/cloverleaves. The project also reduces weave movements while not attracting additional traffic. Caltrans staff also stated that the project does not add additional capacity and the extra lanes added are for turning lanes and ramp widening.

Amir Fanai (BAAQMD) asked Caltrans staff what type of trucks were represented in the volume count tables by number of axles and whether the total truck percentages was below 8%. Caltrans staff indicated that the truck volume count percentage was still below 8%.

Amir Fanai (BAAQMD) also asked where forecasted volumes came from and Caltrans staff indicated that the volumes came from a travel demand model (which could be VTA's model).

Mike Brady (Caltrans) stated that nothing in this project includes construction on the mainline of the facility, just the cross streets in the project area.

Final Determination: FHWA, Caltrans, and MTC concurred that the project is exempt from PM<sub>2.5</sub> project level analysis, but EPA and FTA task force will be contacted to get their agreement for this determination.

## **b. Confirm Projects Are Exempt from PM<sub>2.5</sub> Conformity**

### **2b\_ExemptList\_041113.pdf**

Final Determination: FHWA, Caltrans, and MTC agreed that the projects on the exempt list are exempt from PM<sub>2.5</sub> project level analysis.

## **3. Redetermination for Transportation Air Quality Conformity Analysis for Transportation 2035/2011 TIP**

Carolyn Clevenger (MTC) stated that the MTC Planning Committee approved the redetermination for the air quality conformity analysis for Transportation 2035/2011 TIP in February 2013 following the close of the public comment period. Carolyn Clevenger went on to state that the redetermination was not sent to FHWA/FTA/EPA offices yet and does not have a resolution from a Commission's action yet. Full commission action could occur at its meeting in May 2013.

Stew Sonnenberg (FHWA) indicated that this item might have been forgotten and that by June 3<sup>rd</sup>, 2013 (which is when MTC's existing RTP ends) MTC will not officially have a plan and could potentially go into a lapse grace period. Sonnenberg went on to state that full MTC commission action occurring at the end of May would allow FHWA to make a conformity redetermination on Transportation 2035 and the 2011 TIP.

## **4. Transportation Air Quality Conformity Analysis for Plan Bay Area/2013 TIP**

At the March 2013 Conformity Task Force meeting, MTC staff discussed the Draft Plan Bay Area conformity analysis approach and draft results. Harold Brazil (MTC) provided additional detail regarding the PM<sub>2.5</sub> emissions and outline some of the factors driving the PM<sub>2.5</sub> emissions results.

The draft PM<sub>2.5</sub> emissions results showed a significant reduction in total on-road PM<sub>2.5</sub> emission inventory levels between 2008 and 2014. However, after 2020, PM<sub>2.5</sub> emissions begin a very gradual increase through 2040, the horizon year of the analysis.

A variety of factors contribute to produce the PM<sub>2.5</sub> emission inventory trends identified in the draft conformity analysis results. Below is a listing of some of the key factors.

- EMFAC2011 Background and New Input/Baseyear Data: The most important improvement in EMFAC2011 is the integration of the new data and methods to estimate emissions from diesel trucks and buses. EMFAC2011 uses the same diesel truck and bus vehicle populations, miles traveled and other emissions-related factors developed for the Truck and Bus Rule approved by the ARB in 2010. The model includes the emissions benefits of the truck and bus rule and the previously adopted rules for other on-road diesel equipment.
- Statewide Truck and Bus Regulation: The California Air Resource Board's (ARB) Truck and Bus Rule regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions.

- LEV II - Amendments to California's Low-Emission Vehicle regulations: The ARB first adopted Low-Emission Vehicle (LEV) standards in 1990. These first LEV standards ran from 1994 through 2003. LEV II regulations, running from 2004 through 2010, represent continuing progress in emission reductions.
- VMT Growth Impacts: Between 2008 and 2040, overall VMT in the region is projected to increase at the rates outlined below. While the regulations outlined above offset increases related to increased VMT over the initial period of the Plan, towards the later years PM<sub>2.5</sub> is projected to increase as overall population and VMT increase.

Amir Fanai (BAAQMD) stated that EMFAC2011 brake wear PM<sub>2.5</sub> emission rates increased by a factor of three and this has gotten a lot of people excited and people questioning and commenting on ARB's estimates and assumptions.

## **5. Draft Approach to Projecting 3-Axle Truck Counts to All Diesel Truck Volumes**

Mike Brady (Caltrans) stated that the approach is reasonable, but the task force would need approvals from ARB and EPA.

Mike Brady (Caltrans) also indicated that the Caltrans Transportation System Information (TSI) section might be able to provide additional guidance for the allocation approach.

Via email, Ginger Vagenas (EPA) indicated that MTC's draft approach to determining diesel truck volumes was reviewed by both Karina O'Connor (EPA) and EPA's OTAQ office and EPA is fine with the approach outlined, but Karina did ask if ARB had reviewed it (since the approach is relying on EMFAC).

## **6. Consent Calendar**

- March 28, 2013 Air Quality Conformity Task Force Meeting Summary**
- HSIP Funded Road Diet Regional Conformity**

**Final Determination:** FHWA, Caltrans and MTC concurred that all items on the consent calendar are approved and MTC will follow-up with EPA and FTA for their confirmation.

## **7. Other Items**

Stefanie Hom (MTC) and the task force thanked Brenda Dix (MTC) for her excellent work with this group and Carolyn Clevenger (MTC) adjourned the meeting at approximately 10:40 am. The next Air Quality Conformity Task Force meeting is scheduled for Thursday, May 23, 2013 at 9:30 am.